DANISH FOREIGN OFFICE JOURNAL

NUMBER 31 1959

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His Majesty King Frederik IX

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COMMERCIAL & GENERAL REVIEW

THE VIKING TOWN OF LINDHOLM HØJE

A previously unknown Danish Viking town and its burial-ground, which died out about 1100 A.D. and was buried in sand, has recently been excavated. With its stone-enclosed graves it forms one of Denmark's most impressive prehistoric monuments. By Thorkild Ramskou. ..... *page 11*

DENMARK'S LAY CONVENTS

Denmark has a number of centuries-old "convents" where noblewomen and commoners live in beautiful surroundings. In spite of social developments, these institutions have preserved their individuality. By Bene Larsen . . . *page 15*

ENTERING THE JET AGE

Copenhagen Airport, thanks to its excellent situation, has become a world air centre. Its large new building, the biggest building project that the Danish nation has ever known, will be inaugurated in 1960. Meanwhile, another "jet" building is going up in Copenhagen: the new air terminal and its associated SAS 22-storey Royal Hotel. By Povl Westphall ..... *page 19*

LEARNING BY SEEING

Courses for overseas specialists, organized in association with the United Nations, are held frequently in Denmark. They aim to give those taking part a general picture of the Danish community, the people, and their way of life, in addition to specialist training and information. By Clemens Pedersen ..... *page 23*

ELECTRIFYING THE ICY MOUNTAINS

Up to the last war, life in Greenland was based on petroleum lamps, stove-heating, and manual production. Ten years ago the first public power station was opened there; and now the Greenlander's primitive way of life, with hunting and fishing as the chief occupations, has been modernized and fishing and industrial fish-processing have become the principal activities. By Victor Andersen ..... *page 26*

BOOKSHELF:

A MAJOR WORK ON THE FAROES

J. Chr. Svabo: Indberetninger fra en rejse i Færøe 1781 og 1782 *(Reports from a Journey in the Faroes, 1781 and 1782)*. Edited by N. Djurhuus. Society for the Publication of Faroese Sources and Studies, Dantes Plads 5, Copenhagen V. Copenhagen 1959. XXXII–500 pp., illustrated, with plates and wool samples Kr. 60.00 (boards). By Erik Dal..... *page 28*

THE SITTING DENTIST

Danish dentists are learning to sit while treating patients lying down—a reform that has evoked great interest in international professional circles. By Erik Olaf-Hansen ..... *page 29*

STYLING WITH RESTRAINT

It is the criterion of Danish-made men's wear that to be well dressed is to be inconspicuously dressed. The discreetness of Danish clothing appeals to the international market; individual clothes and textiles have resulted in rising exports. By Gunnar Buchwald..... *page 30*

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FROZEN FILLETS FOR CHOICE

Danish exports of fish fillets rose rapidly after the war. The development of the refrigeration industry led to deep-freezing, which serves a dual purpose: customers can be supplied all the year round, and wide seasonal fluctuations can be avoided. By Henning Pedersen .... *page 33*

The cover, drawn by Alex Secher, relates to the article by Thorkild Ramskou entitled "The Viking Town of Lindholm Høje"

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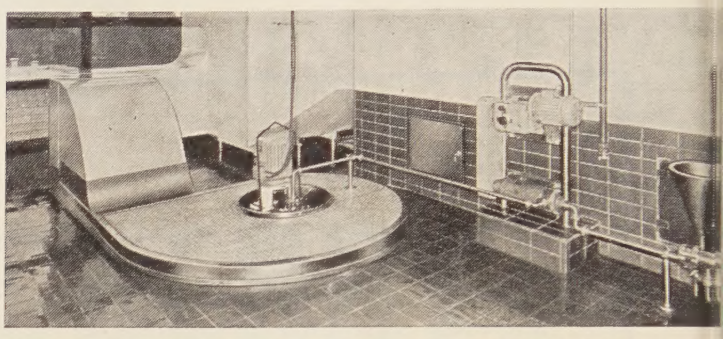

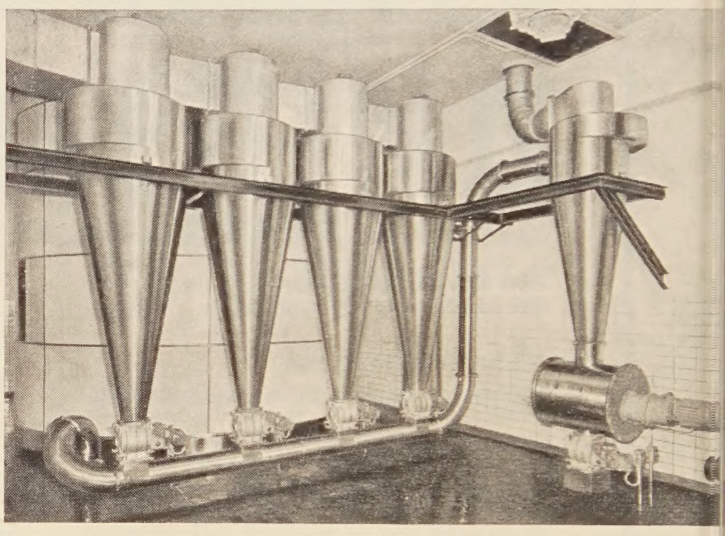

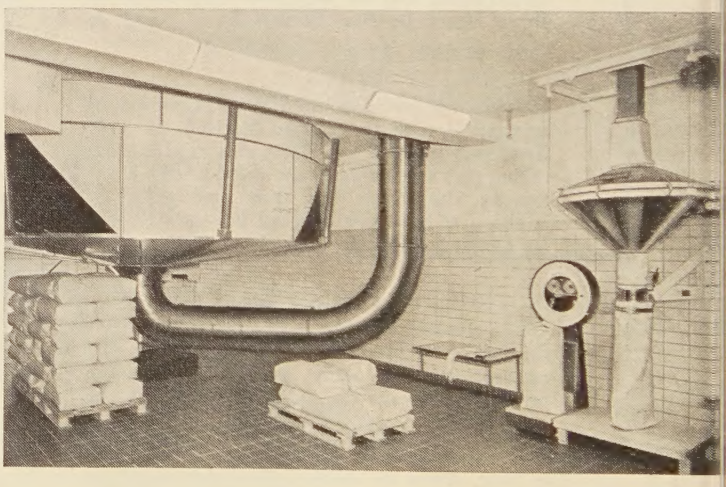

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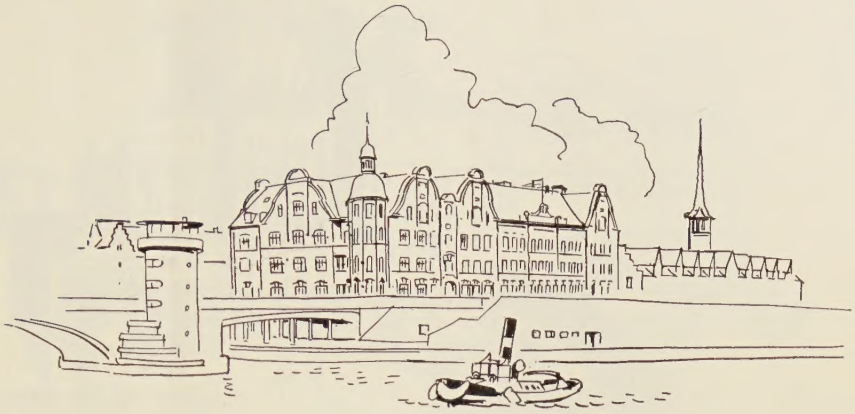

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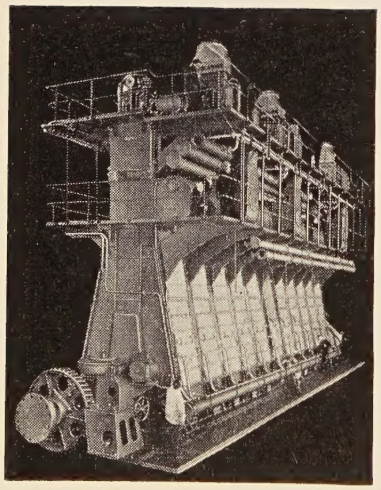

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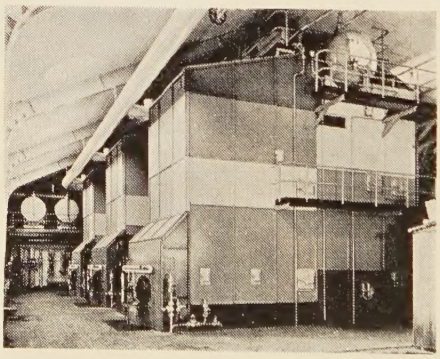

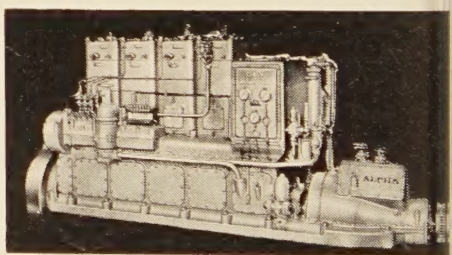

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The Viking Town of Lindholm Høje

By Thorkild Ramskou
National Museum, Copenhagen

A previously unknown Danish Viking town, which died out about 1100 A.D. and was buried in sand, has recently been excavated along with its burial-ground. With its stone-enclosed graves it forms one of Denmark's most impressive prehistoric monuments

One of the narrowest points of the Limfjord channel in Jutland is the one between the twin towns of Aalborg and Nørresundby. Streams enter the channel on both sides, and in their mouths ferry-boats and ships could find shelter from winds and currents. To this combination of favourable geographical conditions and human occupations may be attributed the growth of a town on either shore. The southern one became the modern city of Aalborg; the northern one, the presumed predecessor of the modern Nørresundby, has recently been excavated by archaeologists. What first attracted their attention was the ancient burial-place.

This is sited on a range of hills called the Lindholm Høje, where deep layers of shifting sand were known to cover stone-encircled graves from the Viking period. A few of these had been examined at the end of the last century, but the work had had to be abandoned owing to the cost of removing the sand.

Because of the wide views which these hills afforded, the site was used by German troops during the occupation (1940–45); and when they had left, the staff of the Aalborg Historical Museum saw that in the trenches there were some large stones. It was realized that these must be the ship-formed stone enclosures referred to in old accounts, and that now was the time to study them.

Thor's hammer carved in amber

The Burial Sites

The site when excavated was found to contain more than graves: namely, above the graves, the remains of eleventh-century houses. But we will leave these for the moment and deal with the burial-place first.

In origin this goes right back to about the year 500. On the ridge of hills lay a dozen graves dating from the sixth century, all hidden beneath the old top soil. They were poorly furnished with grave-goods. A change was seen to have taken place about the year 600. At this time the custom of cremating the dead arose, the remains after cremation being collected into a "cremation spot", a heap about a yard wide. This was covered with a thin layer of soil and in most cases enclosed by rows of stones in various forms: triangular, circular, or quadri-

lateral. A fixed burial custom cannot be discerned until about 700 A.D. From then on the oval enclosure predominates alongside the bare cremation spot. A strange feature of these early graves is the presence in nearly all of them of a lump of chalk; either that or the stone enclosure consists of flint with an outer layer of chalk. This must have some religious significance of which we are ignorant; just as we cannot know the significance of the various forms of stone enclosures, or whether they have any significance at all. Very likely they merely indicate changing fashion.

The Stone Enclosures

The significance of the ship-formed enclosures is easier to see. They begin with the true Viking period, a fact which cannot be accidental; for from that time onward not only did foreign traders come to Scandinavia, but Scandinavian Vikings made their way about Europe. Ships became even more indispensable than they had been before; and what was indispensable in life must obviously be so in death. The Vikings may fairly be called materialists. When they died they had to take with them their weapons, their horses and their dogs, and of course a ship. But the relatives of ordinary people could rarely afford to bury with them a ship or a boat. These were reserved for the really rich, or for chieftains. Ordinary people could make do with a substitute, which would always take the form of a stone enclosure shaped like a ship. It would do because the dead person would be credited with the magic power of transforming the imitation ship into a real one, able to take him to the other world.

The custom of giving a part of an object, or only an imitation of it, is extremely familiar in all cultures and all ages. There are even examples of it in the grave-goods in the Lindholm graves. The cremation spots usually contain the bones of both horses and dogs. But though the skeletons of dogs are fully represented, in the case of horses there are usually only the bones of the head and feet. The dead could easily produce a proper horse from its most important constituents. The surviving relatives would keep the more substantial parts for themselves, thus killing three birds with one stone: the dead would get their due; there would be meat for the funeral feast; and less fuel would be needed for the funeral pyre. Altogether there were nearly 200 ship-formed enclosures on Lindholm Høje: probably the largest collection in any one place.

Uniformity of Finds

Towards the middle of the tenth century cremation and the construction of stone enclosures ceased. Interment once more became general. Why the practice of cremation was abandoned is not known for certain, but it is commonly supposed to have been due to the influence of Christianity. Yet there seems to have been a strong reaction against Christianity, at the very time when King Harald Bluetooth claimed to have "made the Danes Christians", as we read on the large runic stone at Jelling. In one of the graves at Lindholm Høje an object so thoroughly pagan and un-Christian as a charm in the form of Thor's hammer was found. In another was a flint axe from the Stone Age, a "thunderbolt", showing that even then this was a symbol of Thor, the god of thunder and lightning.

The boat-shaped graves symbolize the sailing of the dead to Valhalla

Air photograph of the Viking burial ground of Lindholm: the excavations have aroused great interest in international scientific circles

On the whole, however, the finds made in the graves are fairly uniform. It is rarely possible to distinguish between rich and poor. The general impression is of a solid, fairly well-situated population, apparently without great social differences. There is no question of chieftain burials and there is a rather peaceful look about everything, as though the graves are chiefly those of farmers. The number of cases in which weapons have been found are relatively few, and yet the "ship" graves point to people who found it hard to settle down.

There is no external difference between the graves of men and those of women. These are only differentiated by the furnishing, a fact indicating women's equality of status with men, which is recorded in the Old Norse sagas. Women had their share of the work, the housekeeping, and were respected in this field.

The drifting sand has already been mentioned. It is that which has preserved these previously unknown grave forms. The drift has gone on since the period of the first graves, but did not set in in earnest until fairly recent times. In places the graves were covered by up to twelve feet of sand, but the average layer was five or six feet.

Emergence of a Lost Town

At first we could not make out where all the sand had come from. But we did when the archaeologists, digging to the north of the burial-ground, located the site of a town or village and brought to light the remains of houses, stockades, middens, wells, and wood-paved streets, besides the objects one expects to find on a settlement site. Almost more important than anything else were the insignificant-looking potsherds, for they showed that this town had been the living counterpart to the "dead" town on the ridge. From its fields had come the sand which gradually, in the course of time, had covered the burial-ground, so that towards 1000 A.D., or shortly thereafter, this had been completely buried and the town

had grown over it. But this part of the town had existed for only about a hundred years, as indicated by the fact that all the objects found there date from the eleventh century. The clearest evidence of this is provided by the coins, numbering 20 in all. The oldest are from the reign of Canute, the most recent from that of William the Conqueror.

Perpetually Drifting Sand

Plainly the town was abandoned about the year 1100: slowly and undramatically, for reasons unknown, but none the less surely. One possible explanation is that with the end of the true Viking period and the coming of more peaceful conditions it was no longer necessary to build on the heights in order to be safe from sea-rovers. But there must be other reasons as well; and one of these may be the perpetually drifting sand, which is still in evidence today. Obviously it did not cease to drift when the town spread over the burial-place, as was wonderfully demonstrated when we examined one of the dwelling sites of the most recent part of the town. On the floor, close to the remains of the oven, was a coin of the German emperor Conrad II, minted by Bishop Hermann of Cologne, which showed that the house must have been later than 1039. But it must also have been destroyed before 1074, because in the sand above we found a coin of the Danish king Svend Estridsen, who died in that year.

Viking Farmer's Field

The house proved to have been built on a layer of drift sand more than a foot deep. The old top soil came to light beneath it, and at first we could hardly believe our own eyes: it resembled a gigantic washboard. We then realized that it was a Viking farmer's field, as it had looked when a west gale about a thousand years ago had covered it with a layer of sand. The washboard appearance derived from the fact that four, or more, furrows had been ploughed against one another. This had been done for the simple reason that the top-soil layer was so thin that it was necessary to gather it into thicker "beds" to provide better growth conditions for corn.

The procedure had the further advantage that the depressions between the "beds" acted as drainage channels.

A carved wooden vessel from the Viking period, found in a well

But the most vivid feature of the field was provided by the wheel tracks which crossed it. There was a small sunken track running along the northern side of the field, but of course in the sandstorm it had become filled with sand and when the Viking had come driving his cart he had been obliged to cross the field off the beaten track.

Here before our eyes we saw the farmer's last despairing drive across the field which he had now to abandon for ever. We could almost hear the creaking wheels pressing the sand into the furrows; and surely that was the backboard of his cart disappearing behind the sand-hills? Rarely have archaeologists been so close on the heels of the Viking farmer.

International Trade Route

The size of the town is unknown as the site has not been fully excavated, but it covered at least seven acres: no small size for an urban community in those days. True, it was situated on an international trade route; nevertheless, and notwithstanding its size, it must be assumed that the town was of no more than local importance, being chiefly a transit point from the mainland of Jutland to the northern province of Vendsyssel, and in consequence the first trading place for the whole of this large district. It may also have had a measure of importance as a transit port for the trade between Norway and eastern Sweden. But if the town may not have been internationally known, it was familiar with the products of nearly the whole of the known world. This is shown by the finds made both in the town and in the burial-ground. That they include Danish, English, German, and French coins may not be so remarkable; they were from places within reach. The same is true of the soapstone vessels from Norway and the glass from the Rhineland. But the glass mosaic beads and remains of gold-embroidered cloth are presumed to have originated in Italy, or Egypt and Asia Minor; and it is astonishing to find Kufic coins. One of these was minted, in the year 920, as far away as Tashkent, the capital of Uzbekistan.

Impressive Prehistoric Monument

Unfortunately, not much of the excavated town could be preserved as a local object of interest to tourists. The town had been gradually abandoned, and all that remained of the houses was the impressions of buried posts. But it was possible to indicate a few of them by filling the post-holes with cement. On the top of the ridge may be seen the outline of an oval house of the type which became general in the Viking period. Previously, these houses have been chiefly familiar in the contemporary military camps, where they were of extreme geometrical construction. As might be expected, this civilian house on the Lindholm Høje is less severe in line. Further east is a large quadrilateral building, and adjoining it is the washboard-shaped field. All the other remains of houses have either had to be removed because they lay in the shifting sand, or have been covered up again after examination.

On the other hand, all the stone-enclosed graves now form probably the most impressive prehistoric monument in Denmark. All the ship-formed enclosures and other stone-enclosed graves remain as they were found when excavated, standing stone by stone like a petrified forest.

Coachman Jens Hansen of Vallø Castle retired last year after 45 years' service and the coach has been replaced by a modern car. One of the old traditions has vanished. In the past, the ladies drove in a coach, when they went to the nearest town. The coachman sat on the box in a blue coat and a black top-hat with a cockade.

Denmark's Lay Convents

By Bene Larsen

Denmark has a number of centuries-old "convents" where noblewomen and commoners live in beautiful surroundings. In spite of social developments, these institutions have preserved their individuality

There was a fancy-dress ball at the palace and Anna Sophie, the Chancellor's daughter, was only eighteen, young and charming. She went straight to a royal heart; it was a case of love at first sight, which caused a scandal. Her masterful mother sought to stifle the passion by confining her to the family seat of Clausholm in North Jutland, but *amor vincit omnia*, love conquers all things. On July 26, 1712, King Frederik the Fourth had young Countess Reventlow abducted despite the gates and moats. That same evening she was morganatically married to him at Skanderborg Castle in Jutland.

Banished

But as the king was 22 years older than his bride, he realized that he would have to make some sort of provision for her. So he purchased the estate of Vallø in beautiful South Zealand, which he made a county seat and presented to Anna Sophie, in 1713. The rightful queen, Louise, died in 1721 and the king then remarried Anna Sophie with full legal rights. Less than two months later he personally placed the crown on her head in Frederiksborg Palace Chapel, the church where the reigning monarch was always anointed after his accession. But when the king died in 1730, Anna Sophie was deprived of all her privileges. She spent the rest of her days in banishment on her parents' estate; Vallø became only a memory of a romantic period in her life.

Sixteen Ancestors

King Christian the Sixth, who had treated his mother's rival so harshly in spite of solemnly made promises, presented Vallø Castle in 1736 to his queen, Sophie Magdalene, who established the Vallø Foundation for unmarried ladies of princely or noble rank the year after. Denmark was the first Scandinavian

The dining-room of Vemmetofte Convent; over the mantelpiece in the background is a painting of Princess Sophie Hedvig

country to have such a foundation, but the pattern was familiar in the queen's native country of Germany; or, more precisely, in Holstein, which then belonged to Denmark. There are still lay convents at Slesvig and Preetz. The German model is evident in the original charter, which required that a lady should have a lineage of 16 ancestors before she could be enrolled. This qualification was so difficult to meet in Denmark that it was dropped in 1799.

Mourning Hat

The Vallø Foundation, as it is called, was inaugurated on the queen's birthday, November 28, 1738; and though 200 years had passed since the Reformation, there are reminders of Roman Catholic convents in the regulations. In charge of Vallø is an abbess, who must be of royal blood. As a symbol of her authority she receives a silver-gilt staff. The ladies are "invested and admitted", according to the protocol. While in their daily life they must be modestly dressed in black, their ceremonial costume is very distinguished. The dress of the abbess is a white silk robe of damask set off with black lace, together with a long veil and a turquoise cloak lined with ermine. The deaconess, the next in rank, wears a corresponding robe of satin, with which her cloak also is lined, while the ordinary members wear taffeta. Each lady receives the foundation's red ribbon with white cross, decorated with the initials, SM, of the founder.

Vallø is not the oldest foundation of its kind, but it is the only one to which none but members of the nobility may be admitted. This was stipulated in 1738 and has since been maintained. But of course there have been many changes at Vallø. There has been no abbess since 1810. The convent is governed by a deaconess; and the ceremonial dress ceased to be worn in 1803. But the wearing of the ribbon has been preserved, and to it has been added a star bearing the monogram of the later queen, Juliane Marie. Both are worn on ceremonial occasions and in the presence of royalty. A bride wears the red ribbon of the Vallø order for the last time on her wedding dress in church; she must relinquish it immediately after her return. Members who remain unmarried retain their order till their death. It is laid on the coffin at the funeral and when the coffin is carried out the youngest member in seniority removes it and hands it to the deaconess. At funerals members of the order wear a mourning hat with a long veil, together with their Vallø orders.

Lighting the Queen

A happier occasion for wearing the Vallø order is the Queen's Dinner on November 28, when all the ladies put on their best robes. The porter and watchman are stationed at the entrance to the castle holding lighted candelabra, with the duty of "lighting the Queen". The deaconess receives the royal guest, Queen Ingrid, Vallø's patroness, at the top of the steps. At dinner the trustee, who is the supreme authority of the foundation in external affairs, as the deaconess is in internal matters, delivers the annual

address in honour of Queen Sophie Magdalene and the fashionable company toast her on her birthday in champagne.

Religious Conditions

Besides the deaconess 11 members of the order live at Vallø, three of whom may be former ladies in waiting. The deaconess must be the widow of a man of one of the three highest ranks, of the nobility herself, and Danish by birth. Another absolute condition is that only members of the Evangelical Church may be admitted. Besides a pension, the members in residence at Vallø receive an allowance of fuel, fruit, and game.

The deaconess, who has the rank of Excellency and is appointed personally by the King, occupies a large suite, though it is also used for ceremonial purposes. For example, she has all the members in residence to dinner on Christmas Eve, and she receives guests of the castle here. The deaconess also has a fair amount of social work to do, as there are charitable trusts and foundations connected with Vallø.

Coach Abolished

A terrible blow to Vallø was the castle fire in 1893. One of the old ladies accidentally knocked over a candle which set fire to a curtain, and the castle was completely gutted. Luckily, the old walls were saved, and every effort was made to restore the castle as near as possible to its former state. By 1903 it had recovered its Renaissance appearance, and it is a popular place for excursions all through the summer.

A corridor at Vallo Castle

This year one of the old traditions has vanished. In the past, the ladies drove in a coach when they went into the nearest town. The coach, which had belonged to a former queen, was drawn by brown Oldenborg horses. The coachman sat on the box in a blue coat and a black top-hat with a cockade. But the coachman and horses have gone; the coach is in the museum. Coachmen and carriages are behind the times. Now the ladies drive in a slick black limousine.

Princess's Convent

There are other lay convents in Denmark, but they do not rank with Vallø because they also admit commoners: namely, the daughters of men of the first rank after the nobility.

The best known of the other convents is Vemmetofte, which was the foundation of Princess Sophie Hedvig, sister of Frederik the Fourth. The princess resolved that after her death Vemmetofte, meeting a real need, should become a home for young ladies who would be trained in piety and thrift, not, as outsiders might think, to a life of luxury. The religious views of the princess and her desire to help others permeate the

Exterior view of Vemmetofte Convent

charter and are manifest, for example, in the condition that ladies admitted to Vemmetofte should care for an orphan child. Now this stipulation has been replaced by saving up for a convalescent home for mothers in difficult straits, a part of the extensive social work which is carried on from Vemmetofte, and which includes the award of grants, relief of enrolled widows, and the maintenance of free lodgings for 14 single or widowed women.

Live Privately

The ladies of Vemmetofte live privately in their own apartments, but assemble daily for dinner and for an hour over after-dinner coffee. On ceremonial occasions the two servants lay the dining-room tables with table-cloths with in-woven hunting scenes, dating from 1755, with the Flora Danica service, and with silver bearing the princess's monogram. As Vallø has its Queen's Dinner, so Vemmetofte has its Princess's Dinner on Sophie Hedvig's birthday, August 28. The ladies then put on their most splendid dresses and bear the convent's order: a white enamelled cross with the initials of Queen Juliane Marie in a loop. There are 300 beneficiaries of Vemmetofte, which with its estates and forests provides employment for 200 persons. The resident members number 11, in addition to the prioress.

Unmarried and Untaxed

At Roskilde, 19 miles west of Copenhagen, where in the cathedral the Danish royal family are buried, the first post-Reformation lay convent for unmarried ladies was founded in 1699, and to this commoners of the highest ranks could be admitted. Here at present live nine ladies, who must all be Lutheran in religion and unmarried. The latter stipulation does not, however, apply to the prioress, who as a widow of good family is supposed to be accustomed to having charge of a household. The ladies now dine together only once a month, in the large banqueting hall with the ancestral portraits, on a Sunday after service in the convent church. For the rest, they live privately in a three-room apartment. They have one privilege on which they insist. Under a law of 1699 they are exempt "for ever" from the payment of taxes. The local authorities tried, as recently as this year, to overrule this privilege, but it proved to have legal validity and so the ladies of Roskilde are still dubbed "the tax-free ladies". They bear the special house order of the convent, a blue cross surmounted by a cross.

The fireplace in Vemmetofte Convent, dating from 1637

There is also a lay convent at Odense, the birthplace of Hans Andersen, which was founded in 1717, but only two ladies live here now, though 11 are enrolled. All are entitled to wear a special order. Two further foundations, Thaarupgaard in Funen and Estvadgaard in North Jutland, no longer exist as residences but only as entailed estates, from which the enrolled noblewomen or high-ranking commoners receive pensions.

Ladies of the foundation looking out for the aurora borealis at Vallø

Gyldenløve and Dannemand

There remain two other convents which are no longer reserved for the nobility, but which owe their origin to a natural son of a reigning monarch. One is Gisselfeld, whose founder was Count Christian Gyldenløve, a son of Christian the Fifth. All descendants of the Gyldenløve family were granted the right to bear the title of Count and the name Danneskiold. Consequently, the administrative head of Gisselfeld Convent since has been a Count Danneskiold-Samsø.

King Frederik the Sixth also had an illegitimate son, Count Frederik Dannemand, who in 1857 established the Dannemand Foundation, which is now called Aastrup Convent, and is inhabited by his descendants and officers' widows.

True to the Past

The lay convents have not fallen behind the times but have kept abreast with them, though they remain true to their past and their traditions. They are cherished as a part of Denmark's rich cultural heritage.

Entering the Jet Age

By Poul Westphall

Copenhagen Airport, thanks to its excellent situation, has become a world air centre. Its large new building, the biggest building project that the Danish nation has ever known, will be inaugurated in 1960. Meanwhile, another "jet" building is going up in Copenhagen: the new air terminal and its associated SAS, 22-storey Royal Hotel

Copenhagen Airport had the natural qualification of a great traffic centre: a geographical position at the intersection of the new main "over-the-top" air routes; the character of a gateway for traffic from the Far East via the North Pole to Europe and America, for services from the American west coast across polar regions, and for New York services not only to cities in Europe but to the whole of the Near and Middle East. The figures confirm this: 70 per cent of the passengers at the airport are transit passengers.

Another qualification is the situation of the airport itself on the completely flat island of Amager, only seven miles (10 kilometres) from the heart of Copenhagen. The approach is one of the best in the world; there are no natural or man-made obstacles to the large stream of planes, totalling 120–130 take-offs and landings in the summer of 1959.

The third, and in the jet age vital, qualification is the fact that from this year Copenhagen Airport has runways capable of receiving the largest inter-continental jet airliners. The main runway, running north-west to south-east, has been lengthened to 3,300 metres, the one running south-east to north-west to 3,100 metres. The two other concrete runways, from north to south and east to west, have each a length of 1,800 metres. This means that 375 acres (150 hectares) of the airport area is covered by heavy concrete which can take aircraft weighing up to 150 tons.

Inauguration in 1960

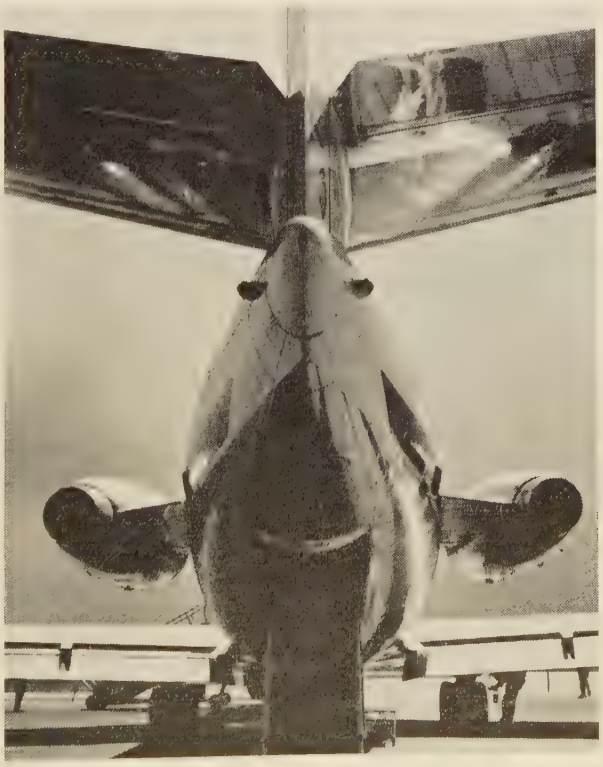
The radio and radar services are fully abreast with the latest developments: Copenhagen Airport is practically ready for the jet age which, as far as Scandinavia is concerned, began on May 15, 1959, though it had already been initiated by the Russian Aeroflot in 1958 when it began a regular service with twin-engined Tupolev 104 jet planes between Copenhagen and Moscow.

The airport's large new building, the biggest building project in Danish history, will be officially opened in April 1960. The combined cost of a new air station, extensions to runways, platforms, and a large hydrant plant for jet fuel, operated by three leading petrol companies, will be about 200 million kroner.

The new air station will be 160 metres long and 65 metres wide, and will be in three storeys, with two finger platforms extending to the general platform, and with room for 24 jet planes arriving and departing. The finger platforms, at one-and-a-half-storey level, will be 300 metres long, with space for spectators above and passenger arrival and departure stages below, with direct access to the waiting aircraft.

1,640 Passengers an Hour

Copenhagen Airport is owned by the Danish State and is leased to the airways companies which operate services to and from Denmark. The biggest customer is, of course, the Scandinavian Airlines System (SAS), which has its traffic management centred at Copenhagen Airport, but there are 15 other companies from as many nations with regular services to Copenhagen. In the new airport building it will be possible to deal with 1,640 passengers an hour on entirely new lines, in which electronic techniques will play an outstanding part. A hundred TV sets from the airport television station will keep passengers and spectators informed of arrivals and departures.



The new Caravelle Jet

Perhaps the clearest indication of the size of Copenhagen Airport as from the spring of 1960 is the fact that an area of 1,500,000 square metres will be covered with concrete, equivalent to a road ten metres wide running right through Denmark.

The airport is responsible to the Ministry of Works; its administration comes under the Government Air Traffic Department and is superintended by the Airport

Seventy per cent of the passengers who land at Copenhagen Airport are in transit

Administration at Kastrup. When the airport was projected in 1920, 790 acres (320 hectares) of land was expropriated, of which 200 acres (82 hectares) was used for landing area. It was opened for public traffic, with the present general manager, Mr. Leo Sørensen, in charge, in April 1925. Today the airport covers an area of 1,725 acres (700 hectares), which includes some of the finest arable land in Denmark. The far-sighted men who established Copenhagen Airport nearly 40 years ago now have the makings of a world airport, the fourth largest in Europe after London, Paris, and Frankfurt. Over the years the Danish State has invested nearly 400 million kroner in it. In 1925 there were 5,082 passengers, in 1958 1,300,000. The vast sums of money have not been sunk in dead concrete and buildings; the airport is a productive and self-supporting enterprise. It has been calculated that by 1966–67 Copenhagen Airport will provide the Government with a revenue of about 25,200,000 kroner a year, the expenditure being under 10,000,000 kroner. Income takes the form of rents and landing charges; to take one example, it costs 610 kroner to land a DC 7 C in the airport, the landing charges being calculated according to weight.

Planes calling at Copenhagen now use about 40,000 gallons (180,000 litres) of fuel a day; but from 1960 the consumption will rise to nearly three times this amount, and will chiefly take the form of jet fuel for Caravelles, DC 8s, and Convair 880s. By 1965 the airport authorities are prepared for a consumption of 220,000 gallons (a million litres) a day; and so a costly pipe-line has been laid which leads direct from large petrol stores to the airport's automatic pumping stations under the concrete, with plugs where the aircraft wings are located.

The architect who has designed this great new project is Mr. Vilhelm Lauritzen, designer of the first Copenhagen airport building in 1939. The vast air station, with accommodation for 10,000 passengers a day, will cost over 80,000,000 kroner. Alongside this construction, which the Danish Government is carrying out under special legislation, another "jet" project is under way in Copenhagen: the new air terminal, which was opened at the beginning of this year, and the associated 22-storey SAS hotel, the Royal, which will be ready by Easter 1960, when the jet airport will be fully functioning. A special SAS syndicate is backing this 30,000,000-kroner project, which has become an urgent need in view of the steadily increasing stream of tourists coming to Denmark.

Scandinavian Association

The basis of this tremendous development is, of course, the inter-Scandinavian airways company, SAS—Scandinavian Airlines System—which is now the fourth largest air company in the America-Europe service and the sixth largest in the world.

To appreciate this it is necessary to know something about how SAS came into being, how it functions, and how it is developing.

SAS was founded on August 1, 1946, by an amalgamation of the national airways companies of Denmark, Norway, and Sweden. By pooling their resources, they

established the first genuinely international airways company, which, a little pretentiously perhaps, they called the "United Nations of the Air".

North-west Passage of the Air

The plans for a Scandinavian airways association date back to 1938. But they were held up by the war, and it was not until the middle of it that the means were found for placing orders for the first ten Douglas DC 4s at Santa Monica in California, when the company ordering them was still non-existent. The first Scandinavian transatlantic flights were made in June 1945 by converted bombers of the "Flying Lady" type of Boeing Flying Fortresses; and a regular service with the new Douglas Skymasters was started in September 1946. The New York service was followed by services to and from Montevideo, Buenos Aires, and Santiago de Chile. SAS services to Thailand were started in 1949 and were later extended to Japan, and a service to South Africa was opened in 1953.

By 1954, SAS was writing flying history through its pioneer trans-Arctic flights. The company had begun to think in terms of the great circle, aerographically, and to open up major services over the Arctic top. It all started with the service to California via Greenland and Canada, the "north-west passage of the air", as it has been called. Heads were shaken at the Scandinavian pioneers then, but now there are six competing companies on this major route between Europe and the west coast of America and it has proved to be one of the most successful intercontinental routes.

On February 24, 1957, SAS again wrote flying history by opening the first passenger service over the geographical North Pole between Scandinavia and Japan via Alaska. The travelling time between Copenhagen and Tokyo was cut from 54 to 27 flying hours, the distance from 10,300 to 8,000 statute miles. At the same time, the first round-the-world service without change of planes was opened by the flight of the "Guttorm Viking" across the Pole from Copenhagen to Tokyo and back by the conventional southern route in 71 hours and six minutes. In the North Pole service, there are already two competitors to SAS after a year's operating.

A Complete Jet Fleet

And so now SAS is bracing itself for the jet age. About 1,000 million kroner has been invested in jet material by the placing of contracts for seven DC 8s with the Douglas works in California, each to carry 176 tourist-class passengers at 580 miles (930 kilometres) an hour, and 16 Caravelles with the Sud Aviation works at Toulouse, 70 passengers, 500 miles (800 km). Four of the latter will be leased to Swissair, with which SAS has become closely associated through an agreement signed at Zürich in October last. Under it, Swissair will lease to SAS in 1960 two of the forthcoming 80-passenger Convair jetliners, flying at 600 miles (960 km) an hour. Together, SAS and

There are 120–130 arrivals and take-offs at Copenhagen Airport every 24 hours

Swissair have taken an option on a further six Convair liners; four are on order.

These various units will give the two companies a complete jet fleet for short, medium, and long-distance services.

The DC jetliners will go into service on the intercontinental traffic to America and the Far East, and on the Polar route. The Convair 880s will fly the South African and South American routes and the southern service to the Far East; and the 16 Caravelles will operate in the European network and the Near East service. The first four planes of this type initiated the SAS jet age on May 15, 1959, on the services to Cairo, Damascus, Khartoum,and southern Europe. In the course of the year the machines will go into other major Scandinavian routes. SAS has taken the first steps to realizing its material dispositions for the coming ten years, the period which will mark the preliminary phase of the jet age prior to passenger flying beyond the sound barrier. In addition the company possesses 14 DC 7 C, 13 DC 6 B, 8 DCC, and 20 Convair Metropolitans. Some of this fleet of 55 aircraft will be replaced as the jet material comes into use.

The economic basis of SAS, which was established as an international syndicate under an agreement between the three States valid provisionally until 1975, is provided by the current Government guarantees. But SAS does not receive any Government subsidies and has never had recourse to the Government guarantees. Each of the participating countries has invested capital in the ratio of 50-per-cent private and 50-per-cent Government capital, the three parent companies acting as holding companies and being precluded under the agreement from operating separate air services. The national stock holdings are in the proportion of three-sevenths Swedish, two-sevenths Danish, and two-sevenths Norwegian, an apportionment which, on the whole, applies also to material and personnel. The big investments which have been made in jet material have necessitated an increase in the Government guarantees. The company's day-to-day affairs are directed by an executive committee made up of two members from each country, and there is also a management committee. On the board, the Governments are represented by civil servants.

A Staff of 12,000

The entire undertaking, which today has a network of services totalling 120,000 miles and some 12,000 employees, forms the solid basis on which Copenhagen Airport rests in the jet age that will soon increase the number of air passengers to and from Copenhagen, the gateway to Europe, to over two millions, and by 1965 is expected to touch four or five millions. The figures are a promising economic aspect of the technical revolution now in progress. And it is only by getting to know one another that the nations of the world can learn to understand and respect each other's traditions and ways of life—and perhaps can achieve a better and more peaceful world.

The roof of the new airways building with its amusing windows

Participants from many countries at a course on the Danish cooperative movement assemble to discuss topics of today and tomorrow

Learning by Seeing

By Clemens Pedersen

Assistant General Secretary of the Central Cooperative Committee

Courses for overseas specialists, organized in association with the United Nations, are held frequently in Denmark. They aim to give those taking part a general picture of the Danish community, the people, and their way of life, in addition to specialist training and information

For some years now the governments of certain countries in Latin America, Africa, the Middle East, Asia, and Polynesia have received occasional invitations to delegate one or more specialists in particular fields to attend courses in Denmark for the further study of their subjects. The invitations have gone out, not from the Danish Government, but from the United Nations or one of its agencies —FAO, ILO, WHO, UNESCO. At the same time, they have been issued on the Danish Government's behalf. Denmark finances these courses as part of her contribution to the United Nations' technical assistance programme; they are organized and coordinated through the special National Committee for Technical Assistance aid under the UN; and leading Danish specialists, in close association with the international organization concerned and international experts, are responsible for preparing and carrying out the programme.

The specialist subjects studied at these courses have been many and varied. They have included such diverse matters as anaesthesia, fisheries, cooperation, housing problems, dairying, agricultural instruction, seed-growing, workers' education, and many more.

At Disposal of Other Countries

In all the subjects concerned—and it is a factor which has partly determined their choice—it is thought that Denmark, in one way or another, has something to offer which those attending the courses may turn to good account in their own countries. This is the point of all

Studying Danish dairying on the course

technical assistance, and the need of it is so urgent all over the world that we are in duty bound to make the most economical use of the means available; to ensure, that is to say, that the knowledge, experience, and training placed at the disposal of other countries will find the maximum practical application.

As an example of how these courses are organized and carried out, some information will be given about those which have been held on two subjects: dairying and the cooperative movement.

The two subjects differ fundamentally. The first is concerned in the highest degree with the technical side of production and deals with such tangible things as the production and processing of milk and milk products, their storage, determination of quality, methods of payment and marketing, sanitary measures, etc. The second subject, the cooperative movement, is on the other hand principally concerned with organization; it turns on the difficult art of getting people to join together in the rational solution of practical economic tasks in production and marketing.

It is nevertheless characteristic that, both in the practical activities displayed in Denmark in these two fields, as well as the manner in which these special courses for overseas students are arranged and carried out, there is a great deal that is common or related in the two.

Cooperation is more than Theory

Quite simply, this is due to the experience built up during many years of work on these matters that they cannot, and should not, be kept altogether apart. We have learnt that technically outstanding skill and experience cannot give satisfactory practical results unless the human, social, and organizational background is there as well. At the same time, it is perhaps even more necessary to stress that a cooperative movement cannot exist—any more than other forms of social organization—purely as theory and principle. Cooperation cannot be learnt and understood unless it has been given some tangible substance, something practical and preferably everyday to cooperate for—whether it be a case of farmers joining a cooperative dairy, fishermen a marketing association, or housewives a consumers' cooperative store.

Therefore, the majority of the international courses and seminars held in Denmark make a definite point of giving an overseas participant a sense and understanding of our whole social climate, alongside the specialist studies which form the main subject of the course. We try—by means of lectures, films, excursions, and study visits—to provide him with a general picture of our community: the people and their way of life, the economic, social, cultural, and educational conditions and problems, the respective scope of public and private institutions and firms, private and collective enterprise.

Instructive Lectures

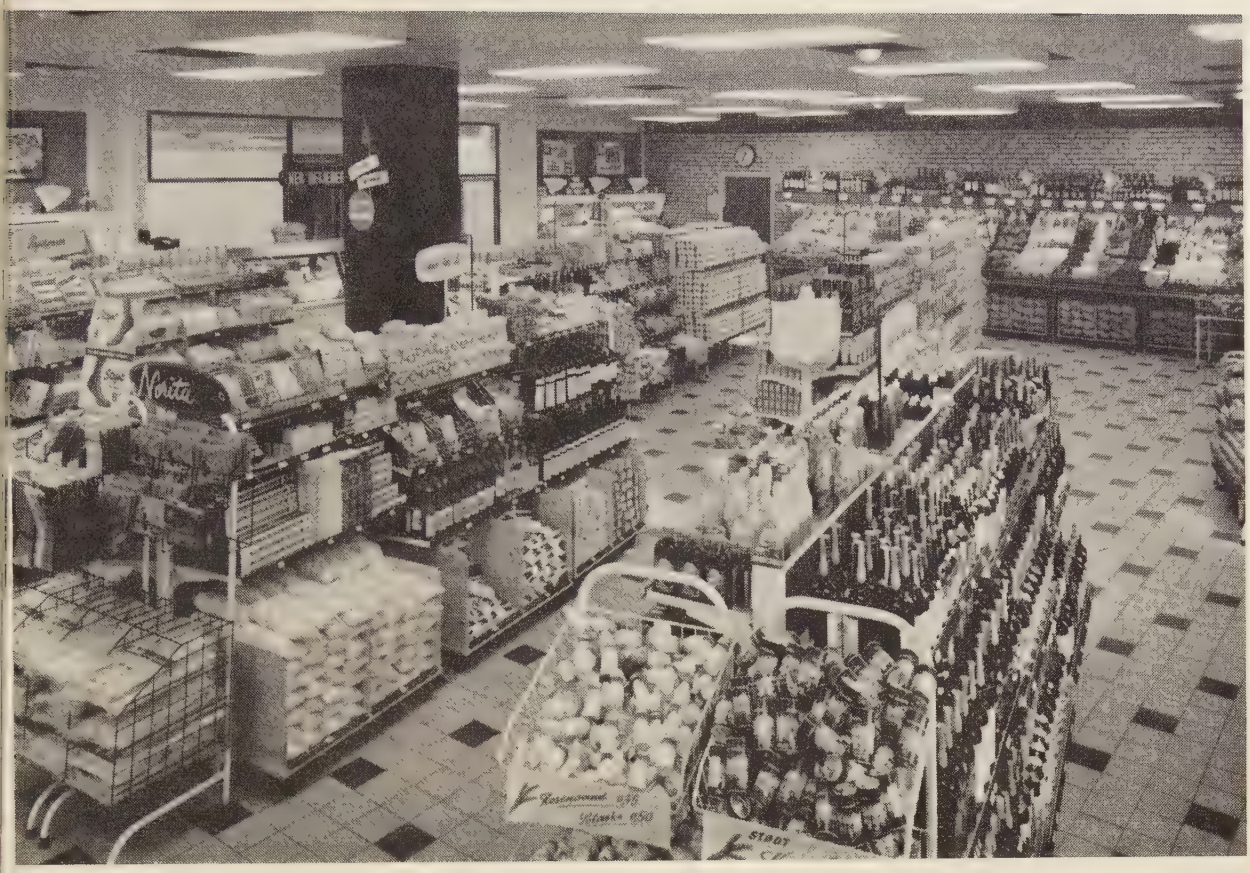
On occasion, the object of these efforts has been misinterpreted as entertainment and tourism. Nothing could be more false. Without some previous knowledge of these conditions, the foreign visitor will find it difficult, if not impossible, to assess the practical means of applying the special knowledge and training which occupy the bulk of their time while in the country. The general background factors do not directly affect these specialist studies, but indirectly they are essential and inevitable requirements. Otherwise, well-planned and intelligent attempts to transpose knowledge and training acquired on these courses may easily result in bitter disappointment and thus do more harm than good.

Group Studies

But, as indicated, it is the special instruction and training which bulk largest in the programmes of these courses.

It has been a regular—and highly important—feature of the dairy courses that those taking part have spent some

Here members of a course are visiting a cooperative store



Interior of a typical supermarket belonging to Copenhagen cooperatives. Further cooperative shops are being transferred to the self-service system

weeks stationed, individually or in twos, at dairies in various parts of the country, where they have been able both to study the practical work in all its phases and take a share in it, trying their hand with the various implements and machines, measuring instruments, controls, etc. This purely practical training is introduced by means of instructive lectures, and is followed up by lectures with discussions and group work, which afford an opportunity of getting to the bottom of all the problems met with.

Students on the cooperative courses have had similar opportunities for thorough study of the practical work in cooperative societies during visits in small groups to selected villages, where the whole social pattern has been explained and studied with a view to illustrating how the special cooperative societies fit into this pattern, how they were established, how they are managed and operated commercially and organizationally. In the light of such field studies, related to lectures by Danish and international experts, there is group study of the characteristics and problems of cooperative societies, specially designed to arrive at proposed solutions of the particular problems met with in the students' own countries, problems which indeed are generally depressingly alike: lack of education, mistrust, economic dependence, absence of financial means. One feature which has encouraged many, however, is the Danish village museum which these courses have regularly visited, and in which Danish farms of 100 or 150 years ago are preserved and fitted out. They testify that in those days Danish farming did not give its practitioners much more than hard labour. But conditions have been improved unbelievably since.

No Trade Secrets

The courses vary in duration from a little over a month to six months and more, according to the subject. Many of the students who attend them clearly derive great benefit both in the form of specialized knowledge and a broader outlook and understanding. Others profit less: it is difficult to arrange a course that will suit everyone.

The international agencies, the Danish Government, and the Danish organizers all hope that the courses are useful and helpful. They reflect a sincere desire to assist with advice and guidance, based on experience gained in successful and unsuccessful practice. There are no trade secrets to hide: it is all a matter of generally available methods and policies, developed through theory, science, and practice.

All over the world there are by now many specialists in a variety of fields who have attended such courses in Denmark during the last ten years. Every Dane is glad of the link that has thus been forged between our country and others, and everyone hopes and trusts that the courses will be of lasting value to those who have attended them.

Electrifying the Icy Mountains

By Victor Andersen

Up to the last war, life in Greenland was based on petroleum lamps, stove-heating, and manual production. Ten years ago the first public power station was opened there; and now the Greenlander's primitive way of life, with hunting and fishing as the chief occupations, has been modernized and fishing and industrial fish-processing have become the principal activities

Edison was an inventor whose work bore early fruit: electric lighting spread like wildfire. And yet there were regions where it arrived late. The people of Greenland, the world's largest island, had to rely, up to ten years ago, on train-oil and petroleum lamps. Then, however, the Danish Government embarked upon a large-scale electrification programme, remotely controlled from the technical department of the Ministry for Greenland in Copenhagen. Under it, the blessings of electricity have come to the Greenland settlements with the speed of light, so to speak. And electrification is still going on, based now on a 25-year programme.

The electrification of Greenland's icy mountains was more than the humanitarian mission of spreading light over vast areas where the population for six months of the year never see the sun. It was also vitally necessary to that process of reorganization and development of the Greenland economy resolved by the Danish Government in association with all political parties in 1950–51. It was known that Greenland had large unexploited resources, and now, thanks partly to electrification, fish-fillet factories, shrimp canneries, and deep-freezing plant have shot up along the coasts, along with new cranes and other harbour installations —all electrically powered.

A transformer station at Holsteinsborg

Local Power Stations

Greenland, with its vast area of over 2,000,000 square kilometres, most of it under the eternal ice and snow, could not be served by one coherent network of power stations. The only course, as in other scattered and inaccessible regions, was to decentralize the supplies, with the result that, on a map, the system looks like a chain of depots supplied, at strategic points, by parachute.

Thus so far, separate, publicly operated power stations have been established in 14 Greenland settlements—Angmagssalik, Julianehaab, Narssaq, Frederikshaab, Godthaab, Sukkertoppen, Holsteinsborg, Egedesminde, Christianshaab, Jacobshavn, Qutligssat, Umanak, Upernavik, and Thule. In addition, electricity is generated at the mining centres of Ivigtut and Mestersvig, as well as at all radio and meteorological stations.

By now, 55 per cent of the population have had electricity brought within their reach. That it has been welcomed is shown by the annual consumption, which in the areas served is 600 kilowatt hours per capita, a figure that compares well with the annual consumption of 730 kilowatt hours in metropolitan Denmark.

A Technical Achievement

The development of electricity supplies in Greenland is a technical achievement in more ways than one. In the first place, every diesel engine, switchboard, and pilot lamp, every length of cable, every porcelain insulator and electric bulb, has had to be shipped from factories in Denmark, and, because Greenland is treeless, every telegraph pole has had to be brought from forests in Jutland. In the second place, the installations have had to be carried out in a rigorous climate and in the Arctic night.

Industrial Objectives

Big industrial objectives have also been achieved by Danish electrical engineers, backed by the products of Danish factories. Up to 20 years ago, King Oscar's Fjord, in latitude 72° N, was

declared inaccessible to men. The first to go there, impelled by courage and the zeal of exploring, were richly rewarded for their labours; for in the rugged mountains alongside the fjord they found deposits of potentially exploitable lead.

Danish engineers consulted foreign experts, and they agreed that if mining was to be established, it would be necessary to employ Danish diesel engines and electrical equipment as the sources of power.

Paradoxical Situations

In the snow fields of Greenland the radio is an essential means of communication, and it has proved to be an excellent ally in the spreading of culture. The daily news service is almost entirely dependent on it; for though there are newspapers in Greenland, their contents are history long before they can be distributed over the vast distances by sledge. The Greenlander who wants the latest news tunes in to his radio set; and it is by radio that medical aid is summoned.

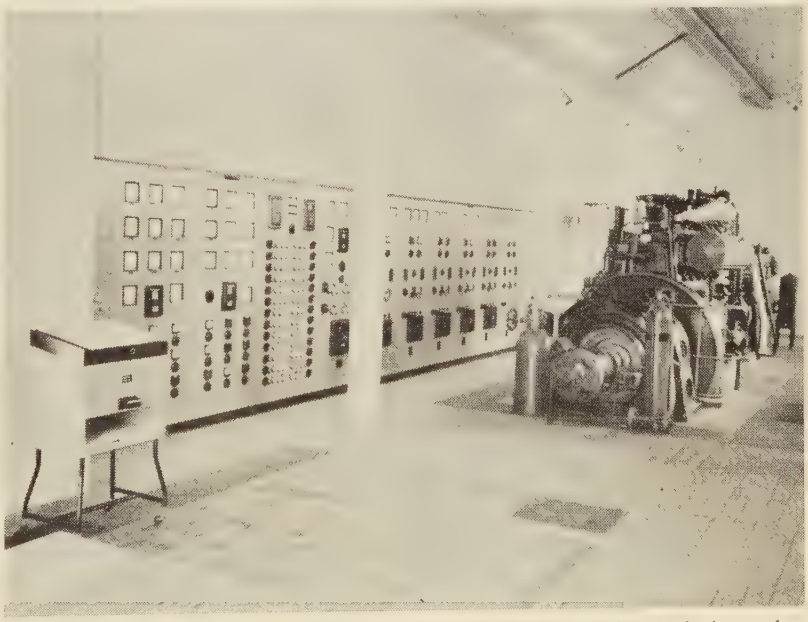
In regions where there are no power stations the listener's primary needs are served by that old stand-by, the battery receiver. In many parts of Greenland windmills are used as a private source of electricity; they, too, are shipped from Denmark.

To say that a knowledge of the weather in Greenland carries with it a knowledge of the weather in much of Europe is no empty phrase. Experience has shown that by studying the alternating high and low pressures over the Greenland ice-cap it is possible to predict, with an ample time-lag, what will happen well to the south. So, in association with the International Civil Air Organization, Denmark has established 12 weather stations, built and operated by Denmark with financial support from the ICAO. The diesel engines and other electrical equipment required for these stations have also been supplied by Danish factories.

In the electrification of Greenland, paradoxical situations sometimes arise. In regions near the Pole the ground consists of frozen pebbles, a conglomeration of ice and stone which keeps its consistency all the year round. But if houses and power stations are built on this substance, it is warmed up and then one day there may be a landslide. Consequently, refrigerators are built into the subsoil in order to keep it below freezing-point.

Another paradox in connection with the power stations of Greenland is that the water for cooling the machinery is produced by heat, by thawing ice and

The Greenland landscape has changed its character since the introduction of electricity. Rows of electric pylons dot the snow-covered country



Inside Godthåb power station: on the left is a mains switchboard, and in the background, a diesel engine

snow. In order to prevent it from freezing again, anti-freezing solution has to be put into it!

Three-dimensional Demands

The demands made on the electrical equipment which is bringing civilization and prosperity to Greenland and providing international traffic with reliable weather reports are highly exacting. They have their counterparts in the conditions which prevail in equatorial regions. There also, Danish material has proved its capabilities. If the native who broils in the tropical sun and the Greenlander who sometimes returns from hunting dazzled by the snow have nothing else in common, they can at least agree on their good experience with Danish electrical equipment.

But the demands on electrical equipment nowadays are three-dimensional. It is no longer enough that a diesel engine should work well in the Arctic Circle and at the Equator; it must function equally well at an altitude, in rarefied air. Danish electrical equipment has also proved its worth in this third dimension. Danish plant, for example, carries the relays in the chain of television stations which extends right across the United States, alternating between low-lying desert regions and ice-capped plateaux. Still more exacting are the demands met by the installations on South American plateaux and in the Amazon region. In the Andes the difficulties are multiplied. Here there are both ice and snow and an atmosphere so thin that only material of the utmost reliability can function at all. In these parts also, the equipment is frequently marked "Danish Made".

BOOK SHELF

A Major Work on the Faroes

J. Chr. Svabo: Indberetninger fra en Reise i Færoe 1781 og 1782 *(Reports from a Journey in the Faroes, 1781 and 1782). Edited by N. Djurhuus. Society for the Publication of Faroese Sources and Studies, Dantes Plads 5, Copenhagen V. Copenhagen 1959. XXXII–500 pp., illustrated, with plates and wool samples. Kr. 60.00 (boards).*

The Faroes, the most northerly of the island groups in the North Atlantic, have belonged for nearly a thousand years to Norway and subsequently Denmark, but the small population of some 31,000 form a separate national entity with their own language, culture, and customs, and politically their status since 1948 has been that of "a self-governing community within the Danish kingdom". During the last few years several valuable publications dealing with this distinctive community have appeared, and outstanding among them are Svabo's Reports.

J. Christian Svabo (1746–1824) was a Faroese who studied in Denmark. He shared the contemporary interest in the promotion of industry and especially agriculture, and succeeded in getting Government support for a long journey in the Faroes, from where he sent in reports on every possible aspect of their scenery, national life, etc., in particular their fishing, farming, sheep-breeding, bird-catching, and other occupations. He put forward several suggestions for improvements, and it was the intention to publish his all-round topographical account on the same lines as other regional descriptions; but nothing came of the idea and Svabo's life was something of a tragedy, though by his Reports, his dictionary manuscripts, and his collections of folk-songs and ballads he may be considered the founder of his national literature.

The Reports are in the Danish Record Office and previously have appeared only in popular selection. The above society, with support from various quarters, has now published the first complete edition, edited, with an introduction, notes, and an index, by the Faroese philologist, N. Djurhuus, M.A. Information about the Faroe Islands in the year 1781 is thus made available to all, and many of the conditions described have only changed in fairly recent times. Every subsequent Faroese account is based on Svabo. Only one older book had been published before his time, a very rare work of 1673.

The most striking characteristic to emerge from a reading of the many pages is Svabo's marvellous zest and powers of observation. He went about his task with great zeal and spared no pains in seeing and hearing all he could about the Faroese fauna and flora, winds and currents, industry and culture. The sympathy shown by the Enlightenment for improvement and those persons—not, it would seem, very numerous in the Faroes—who displayed individual initiative in practical directions is reflected in Svabo's enthusiasm. At the same time he betrays the limitations inherent in rationalism: aspects of manners and customs not capable of rational explanation he is indifferent to and will seek to belittle, while cultural life in general is scantily treated; but—as his other works show—this is due to the special mission with which he was charged. Nevertheless there are plenty of "plums", features of importance to the folklorist; while his frequent mention of Faroese terms for various phenomena make this work in Danish an important source-book of Faroese philology. Mr. Djurhuus's extremely full index to the work includes all such Faroese words, as well as place-names and personal names, Latin botanical and biological terms, etc., his notes being briefer.

To the Faroese, Svabo's Reports constitute a work of national importance, and the bulk of the unhappily small edition has long since been sold where unquestionably it chiefly belongs. But it is to be hoped that this (also technically) fine book will find a place in Scandinavian libraries all over the world. Though specialist in character, it is of interest to the economist, the agricultural historian, the ethnologist, the folklorist, and the Scandinavian student, as a highly gifted observer's "snapshot" of the state of an isolated little island community at the end of the eighteenth century.

Erik Dal
The Royal Library, Copenhagen

An illustration from the book, showing the branded ears of sheep

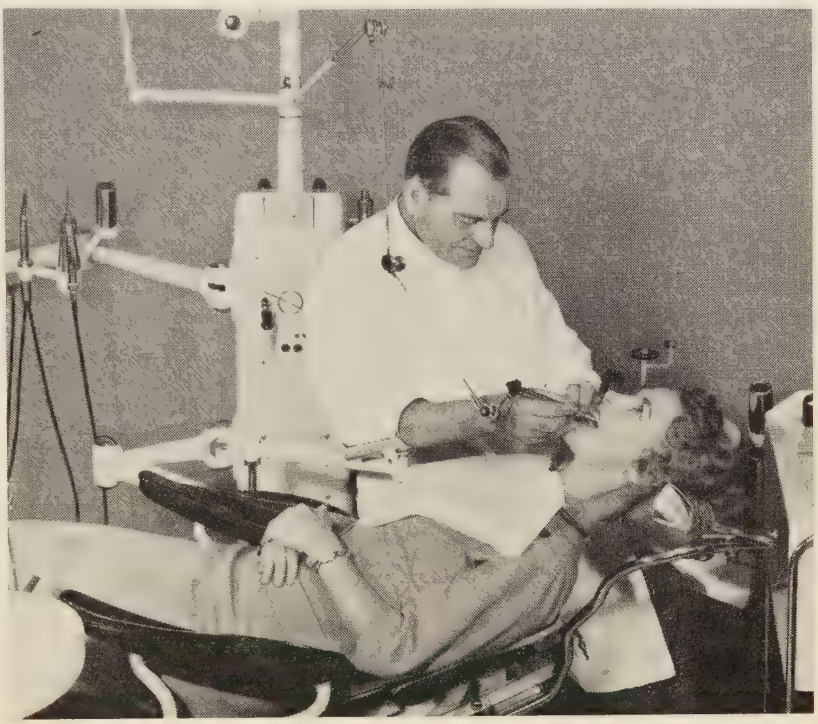
The Sitting Dentist

By Erik Olaf-Hansen

Danish dentists are learning to sit while treating patients lying down – a reform that has evoked great interest in international professional circles

In a few years' time, many dental patients will take their treatment, literally, lying down. Denmark's two dental colleges have decided that in future their students shall be trained both in the traditional method, with the patient seated, and in the new method with the patient lying in a newly designed dental chair which has the advantage that it enables the dentist to sit at his work. To the dentist this change in his working position means a great reform. Many dentists under the old method have suffered from straining of the spine and back muscles, which when worst can lead to a slipped disc.

The new Danish dental chair was designed by Mr. Aksel Cordel, a dentist of Lyngby, near Copenhagen, and is now in production. The new system, "the sitting dentist", evoked great interest when it was demonstrated at a conference of Scandinavian dentists held recently in Copenhagen. Mr. Cordel has tested his invention out for five years, international technical journals have discussed the new system, and a television film made by the BBC and shown in Britain and Canada has highlighted the comfort of lying down for dental treatment.



Greater comfort for both dentist and patient

How it Started

It is a mystery why the reform was not introduced years ago. Probably the reason is the historical development of the dental chair. Originally, patients went for treatment in the dentist's drawing-room and sat in his armchair. In due course this was technically elaborated and the resultant unfortunate position for the working dentist was overlooked. In the past, this may have been more tolerable because then there was more time for breaks. Now the dentist works under greater pressure. Early and late, month after month and year after year, he stands in a position which places an excessive strain on his back and muscles. For this reason many dentists are worn out before their time. Mr. Cordel fell ill himself, and could not have continued his dental work but for his new invention, "the sitting dentist".

Many dentists must have tried to relax by sitting on a stool, but this is no real solution because it is impossible to get near enough to the patient. The dentist who wants to sit down to his work must have a chair which is so designed that he can sit in the anatomically correct position. Further, the working tables and instruments must be at a different height, so that he can stay in the healthy position. Finally, the patient's chair must be redesigned.

Pleasantly Relaxed

Broadly speaking, the new patient's chair resembles the old one, but is adjusted so as to enable the patient to lie rather than sit. The neck-rest has been redesigned so that the dentist can get close in to the patient. Treatment may be carried out from behind, as preferred by the majority of dentists, but can also take place from the front or the side. For the dentist it is convenient to have his patient lying down, because it affords him a better view of his work.

On the whole, patients are glad to lie down. A few, especially old people, prefer to sit, but the majority find lying down pleasant. The chair is exactly adjusted to enable the patient to lie relaxed and comfortable. This is a great help in encouraging him not to sit tense and rigid, as he will do when seated. Thus the work can proceed more smoothly and easily, and in fact the patient is sometimes on the point of falling asleep during treatment. It could hardly be better in a dentist's chair, which is all too liable to produce fear and trembling in anxious patients.

The new Danish chair is a boon to patient and dentist alike. Both feel better during the treatment. In Denmark, where the new system is now being incorporated in the training of future dentists, it is expected that the method with the seated dentist and the patient lying down will eventually supersede the present method.

Styling with Restraint

By Gunnar Buchwald

It is the criterion of Danish-made men's wear that to be well dressed is to be inconspicuously dressed. The discreetness of Danish clothing appeals to the international market; individual clothes and textiles have resulted in rising exports

Danish-made men's wear has become an important export line. A few years ago it would not have occurred to, say, American buyers to inquire what Denmark had to offer in this field. Many do today.

The figures are striking. In 1938, exports of men's wear from Denmark totalled 202,000 kroner. In 1948 they were valued at 1,316,000 kr., and in 1958 they were 8,073,000 kr.—an increase on the previous year of over 2,000,000 kr. At the same time the imports of men's wear have declined from 6,500,000 kr. in 1948 to 3,000,000 kr. in 1958.

The characteristic features of Danish men's wear are craftsmanship and styling. It is these which have resulted in the rapid rise in exports. The workmanship and the styling are fully able to compete with the products of the traditional suppliers of the market.

Social Trends

Danish men's wear has profited by the fact that a man's clothes no longer indicate his social position. Social differences have been evened out. This also applies to the clothes men wear. Far better than in the past, most men can afford to wear the same kind of clothes—which does not mean that they are all identically dressed, for fortunately there are wide differences in tastes and interests. But the general population seem to be taking a bigger interest in being well dressed. This is one of the keys to the international success of Danish-made men's wear. Its designers have never indulged in stylishness for its own sake. It is the criterion of Danish men's wear that to be well dressed is to be inconspicuously dressed. It is the discreetness of Danish clothes which appeals to the international market and which has led to the increased sales.

Art of Restraint

Men do not talk about their clothes. They wear them. So to talk of design in connection with an ordinary suit may

No, not a picture taken in London, but in H. C. Andersens Boulevard, Copenhagen: all three suits are in the typical, internationally approved style

A female link in the production of men's wear

ppear to be taking the matter too eriously. But nevertheless we will do so. For it is not—as already mentioned—a question of first-class craftsmanship and no more. It is also that Danish men's wear—though never in any way dull—knows the art of restraint. Though its designers follow the general trends of international fashion, they so far modify it that the result is a style characteristically and typically Danish.

Just as it is the object of men's dress designers to make their products a natural expression of a combination of form and function, emphasized by the various means of colour, pattern, and fabric, so it has been the special aim of Danish designers to handle these things, not absolutely according to a cold production scheme, but with all that individuality which traditional Danish design in its widest sense implies.

Danish Self-irony

Of course, it is of little use to produce an article, no matter how excellent, unless you can persuade the customer that it is better than its rivals. However, in their sales technique the Danes have hit upon a method which is attractive and yet is not overpowering. In the two most recent men's wear shows, at Cologne and Stockholm, the Danish manufacturers were seen to present their models with a nonchalance which could not fail to captivate. Danish fashion shows are usually so shot with humour—as they were on these two occasions—as to acquire that little touch of self-irony natural to male talk about clothes.

Danish men's wear has customers nearly everywhere, but the United States and West Germany are the biggest importers. The Danish position in West Germany is the more remarkable in that it has been won in the face of strong competition. The pick of Danish men's wear—jackets, trousers, and coats—is sold to the United States. The Americans give it its full due in their publicity.

The exports of Danish apparel are not confined to men's wear. The value of men's wear exported in 1958, as already mentioned, was just over 8,000,000 kr.; exports of all apparel the same year totalled about 35,500,000 kr., having increased from 7,500,000 kr. in 1948. The difference is due to large exports of ladies' dresses. They are not governed by the same standards of design as men's wear, but the demand for Danish-made ladies' wear is growing. Denmark also exports textiles. The export value of these in 1958 was 230,400,000 kr., an increase of 12 per cent on 1957, when the amount was 205,400,000 kr.

Textiles Appreciated

The textile trade operates in the same way as the men's wear trade according to a special policy, employing, in the case of furnishing fabrics and knitwear, the designation Danish Design. With regard to furnishing fabrics, it is gratifying that the designation has become established in the United States and other markets.

The bare figures and steadily rising interest abroad warrant the belief that the designation Danish Design will become the mark of every export line in this trade, from the textile fabric to the finished article of clothing.

Dr. Albert Schweitzer in Denmark

Dr. Albert Schweitzer, the Nobel Prize Winner, at a ceremony at Copenhagen University on September 29, received the Cultural Prize of the Sonning Foundation, worth 100,000 kroner, this being its first distribution. The Sonning Foundation is administered by the governing body of Copenhagen University together with Mrs. Leonie Sonning, the widow of the Danish-British editor and writer C. J. Sonning, who, in agreement with her, established this cultural prize in 1936—the year before his death. After the ceremony at the University, the Danish Government gave a reception for Dr. Schweitzer at Christiansborg Palace, where the Prime Minister, Mr. H. C. Hansen, paid homage to the doctor from the forest, who in his long, industrious, and selfless life has been an example to others and shown how the idea of brotherhood can be realized without regard for nation and race. The Prime Minister handed Dr. Schweitzer the sum of 50,000 kroner, the receipts from the showing in Denmark of the film *Albert Schweitzer—Doctor in the Forest.*

During his stay in Denmark, Dr. Schweitzer was received in private audience by King Frederik IX at the residential palace of Amalienborg, and also paid a visit to the Nobel Prize Winner Professor Niels Bohr, at his honorary Carlsberg residence. At a reception in the French Embassy, he met members of the French colony.

In 1950, Mrs. Sonning distributed an extra prize of 100,000 kroner from the foundation's funds to Sir Winston Churchill; and in May this year she founded a music prize of 50,000 kroner, which was awarded to Igor Stravinsky, the composer, during the Danish Music and Ballet Festival. The cultural prize will now be awarded annually. It is restricted to Europeans.

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This autumn it is exactly a hundred years since the Corporation of Copenhagen resolved to introduce consecutive house-numbering. Previously, each building had its land-register number painted over the porch, but finding their destination was often a mystery to strangers For example, the address of a house might be "Land-register number 36U—4A U2B". This system could not last, and so on October 10, 1859, the city council decided that every street should be numbered consecutively, with even numbers on one side and uneven numbers on the other, the starting point being the square of Kongens Nytorv.

News by Telephone

The Copenhagen Telephone Company recently introduced a service of general and weather news. A limited amount of sports news and results is also provided.

Princess Margrethe

Heir to the Throne Matriculates

Before the summer holidays Princess Margrethe, the Heir to the Danish Throne, obtained her school-leaving certificate at Amalienborg Palace School, together with her friend, Miss Birgitta Juel. After the holidays, the princess, with many other students, was enrolled as an undergraduate at Copenhagen University, where—as the first Danish princess to study at the University—she will prepare for her first-year examination on the same terms as her contemporaries. She will read administrative law.

Standardizing Traffic Signs

Denmark has ratified the United Nations protocol on road signs and traffic signals, the twenty-third nation to do so. The object of the protocol is to achieve an international standardization, which will facilitate traffic between countries.

Children are Welcome

Copenhagen has drawn the consequences of changes in travelling habits. It is not only millionaires who can now afford holidays on the Riviera. Following the explosive post-war development of flying and motoring, tens of thousands of families with children have found that it is possible to travel even on a modest budget. But parents and children rarely have the same interests. Whereas parents (especially in Denmark) often prefer the ballet, or like to relax in a comfortable restaurant, children, with their own enviable excess of energy, want other kinds of amusement. With this in mind, students of Copenhagen University have started a children's guide and baby-sitter organization for the assistance of tired parents visiting Denmark. Visitors to Denmark can requisition, at any hotel or through the National Travel Association of Denmark, one or more of the 800 multi-lingual members of the association, who for a relatively small sum will take the children to the Zoo, Tivoli, the Museum of Arms and Uniforms, or the children's section of the Louisiania art museum. The children's guides may often be seen sitting with their charges on a seat in the park, with their packed sandwiches and lemonade. The arrangements are flexible: children receive the attention they want.

Architects Plan Standard Houses

The National Association of Danish Architects has decided to establish a Standard House Office to plan small family houses. The idea is that they would be built at a cost not exceeding 38,000 kroner in Copenhagen, 35,000 kr. in large provincial towns, and 32,000 kr. in other districts.

Woman on Greenland Council

Elections have been held in Greenland for the Greenland National Council. One of the eight newly elected members is a woman, a 55-year-old midwife named Elisabeth Johansen, who represents Umanak. The women of Greenland became eligible for election in 1951 and since then several have sat on municipal councils. Miss Johansen is the first woman to serve on the National Council.

Four-and-a-half Million Danes

The Statistical Department has announced that the population of Denmark on January 1, 1959, was 4,532,100. This is 31,430 more than the year before and represents an increase of only 0.70 per cent. The excess of births over deaths was 33,405, but there were 25,198 emigrants, as against 23,221 immigrants.

Big Shipbuilding Contract

One of the biggest contracts in the history of Danish shipbuilding has been signed by the Brazilian Government shipping corporation Frota Nacional de Petroleiro and Burmeister & Wain A/S, Copenhagen. The order is for six motor tankers totalling 60,000 tons deadweight. Delivery will begin in June next year.

Frozen Fillets for Choice

By Henning Pedersen

Danish exports of fish fillets rose rapidly after the war. The development of the refrigeration industry led to deep-freezing, which serves a dual purpose: customers can be supplied all the year round, and wide seasonal fluctuations can be avoided

The Danish fishing industry is beginning a new chapter of its history. During the last five or six years the development in the processing and exporting of fish fillets has been almost explosive. The next phase, already within sight, will be the marketing of the fillets all ready for putting in the pan, the housewife being saved the trouble of preparing them.

This will give the filleting industry a lift on the way which many people think that all Danish food products made for export should go. The current demand is for goods processed to the highest possible degree, whether they are farm products or the products of fishing. The filleting factories have succeeded so well in keeping pace with this trend that they have been able to develop their exports rapidly year by year.

The export of fish fillets has grown particularly since the war, but some frozen fillets were exported even before the war. In the same period, there has been a continued export of Danish fish, by road in refrigerated vans, to Germany, Belgium, and Switzerland: to name only three of the most important customers.

Dual Purpose

It was the development of the refrigeration industry which provided the impetus for the export of deep-frozen fillets. Deep-freezing had a dual purpose: customers could be supplied all the year round, and wide seasonal fluctuations could be avoided by spreading the sales. Before deep-freezing became general there was a winter and a spring season. Outside those seasons the fish had to be unloaded on the market, with the result that prices fluctuated widely and fell sharply in the summer.

It was the increasing demand for high-grade deep-frozen fish in the United States which started it all. Fish-sticks in large blocks weighing from 13 to 16 pounds were shipped across the Atlantic, the final processing being carried out on the spot before retailing.

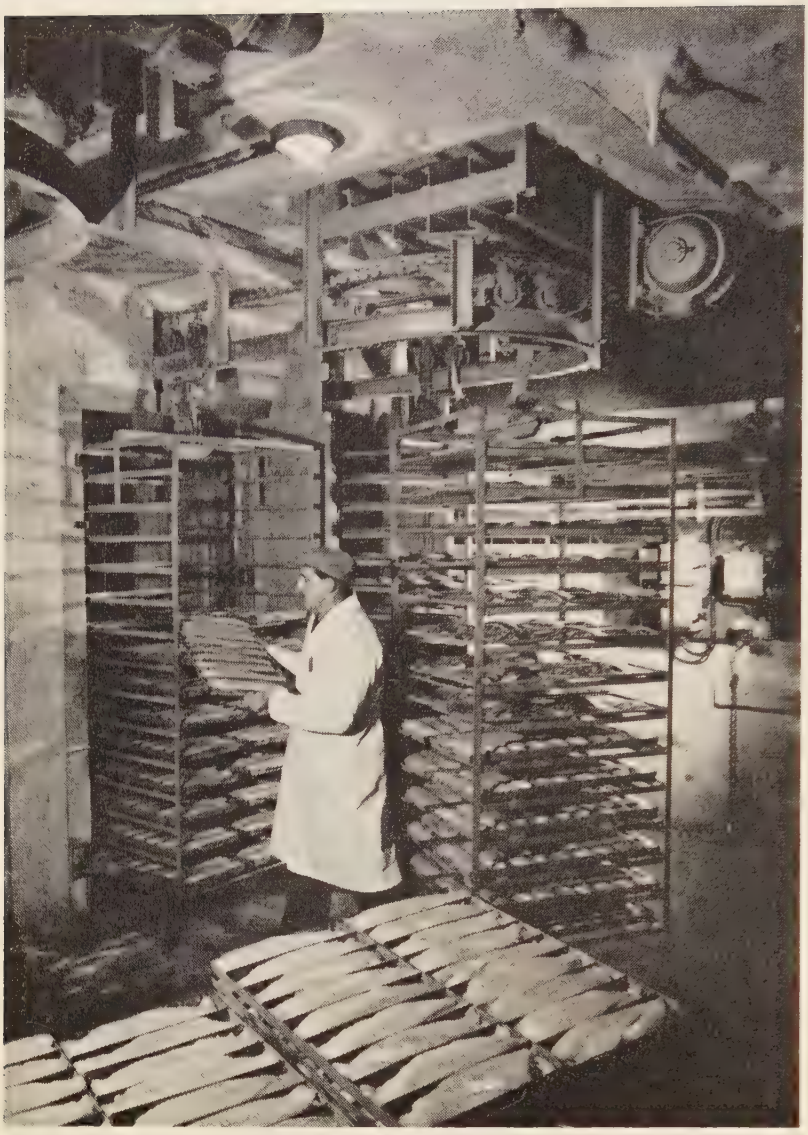
The industry is divided into two main groups. One of these, comprising the factories which produce round-fish fillets, has a considerable export to the United States and countries in the East. This production is carried out by large machines, which skin a cod, bone it, and cut it up into convenient fillets. Filleting plants of this type now exist all over Denmark. And whereas they formerly produced in the main for export, there is now a developing domestic market for their products.

Manual Production

In the past, Danish housewives have relied on getting fresh, live fish from their fishmongers, and they can do so still. But a growing number of them—especially those who go out to work—are realizing that it is so much easier to buy deep-frozen fish.

The other group consists of factories which produce flat-fish fillets. This is the

Filleting the fish



Fish fillets ready for deep freezing

leading production and export group. The filleting of flat fish is a difficult process which cannot, as yet, be carried out by machinery, but is all done by hand. The rapid expansion in the production of fish fillets has provided a high level of employment, for men and women, at factories in the fishing ports of Esbjerg, Frederikshavn, Skagen, Thyborøn, Hirtshals, and elsewhere. The unskilled labour groups, which usually suffer most from unemployment, are the ones that have chiefly benefited from this development. The work calls for a practised and a sure hand, as the knives are long and slender, and very sharp. When the early-morning auctions close, the fish is taken straight to the factories, which are concentrated round the harbours. It is important that the fish should be dealt with in as fresh a state as possible. The work is performed to the accompaniment of music, singing, and whistling by the workers. The product is carefully inspected, in view of the high quality demanded. It is fully realized that this quality, on which the market has been built up, must on no account be lowered.

It follows that the producers are alive to all the latest developments in the industry. Productivity measurements are made in the light of the quality requirements. The two groups of the industry are planning a productivity conference. It is all a part of the constant endeavour to keep abreast of developments and assimilate new ideas.

Fish from Greenland

A separate chapter is provided by the export of fish from Greenland, the province of Denmark which is the world's largest island. Last year 2,000,000 lb of catfish fillets was exported from Greenland direct to Boston, Massachusetts, by refrigerated ships. The halibut fillets exported up to now have mostly been smoked. Large new deep-freezing plant is being built at settlements in West Greenland, where cod and Norway haddock will be filleted and deep-frozen for shipment direct to the still expanding American market. It has been difficult to meet the increasing demand which has come from America since 1951. Investment in industrial plant in Greenland during the next five years will total 60,000,000 kroner. It will mean generally increased production, including that of shrimps, which are also in great demand in the United States. The output of shrimps is expected to treble, reaching 4,000,000 jars per annum.

Danish fish fillets are sold all over the world: in the western hemisphere, in Africa, in Australia. One of the factors which have given Denmark a share in this growing trade is the vision shown by Danish shipowners in building up a fleet of refrigerated ships for the carriage of deep-frozen food.

Ready for the Pan

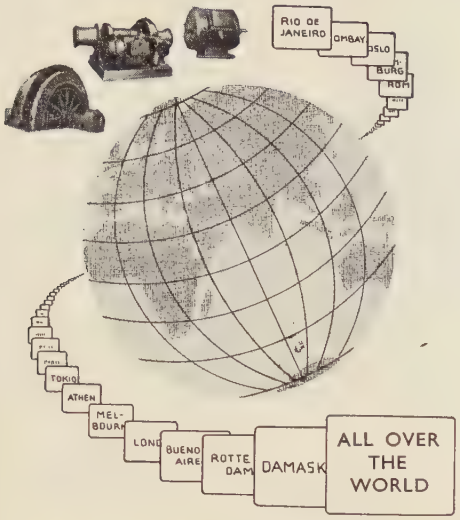
The deep-freeze chain is spreading all over the world. It stretches now from North to South America. It extends to Spain and to Italy, where it forms part of a big project under the auspices of the European Productivity Agency.

The latest chapter in the story will be written before the end of the year, when fish fillets will be marketed all ready for the pan. They will be rolled in breadcrumbs and packed in attractive cartons individually designed for the various markets. And because production will also cater for the home market, it will be on a big enough scale to ensure reasonable prices. A vital requirement is that quality is never lost sight of. Another is that the product should have every appeal to the housewife.

That quality is indeed an important factor is shown by the rising scale of exports, and earnings in foreign currency, during the last few years.

Year	*Metric Tons*	*Value in 1000 Kr.*
1954.....	9,545	25,690
1955.....	14,417	43,814
1956.....	13,925	42,767
1957.....	15,651	47,364
1958.....	20,226	65,145

The figures for 1958 comprise 4,119 tons of fresh fillets (14,692,000 kr.) and 16,107 tons (50,453,000 kr.) of frozen fillets.



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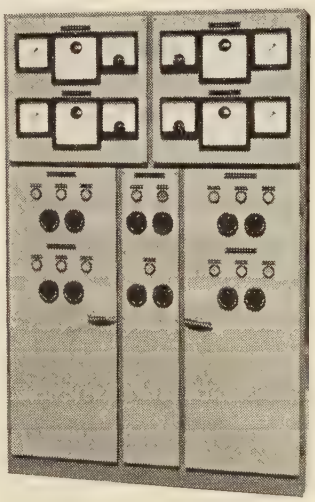

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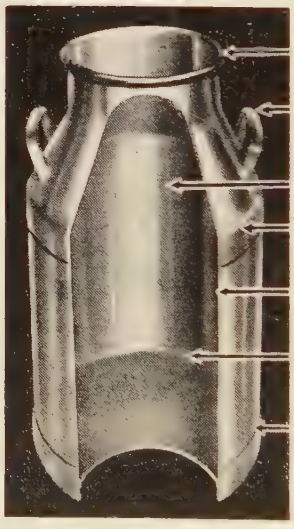

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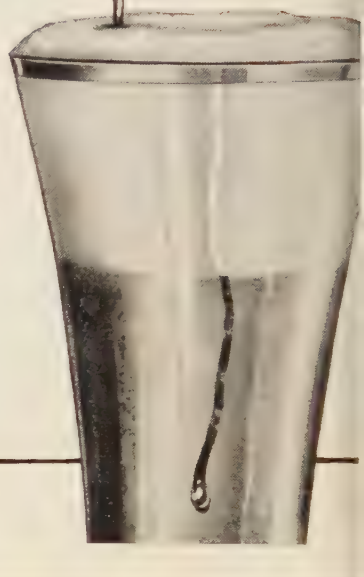

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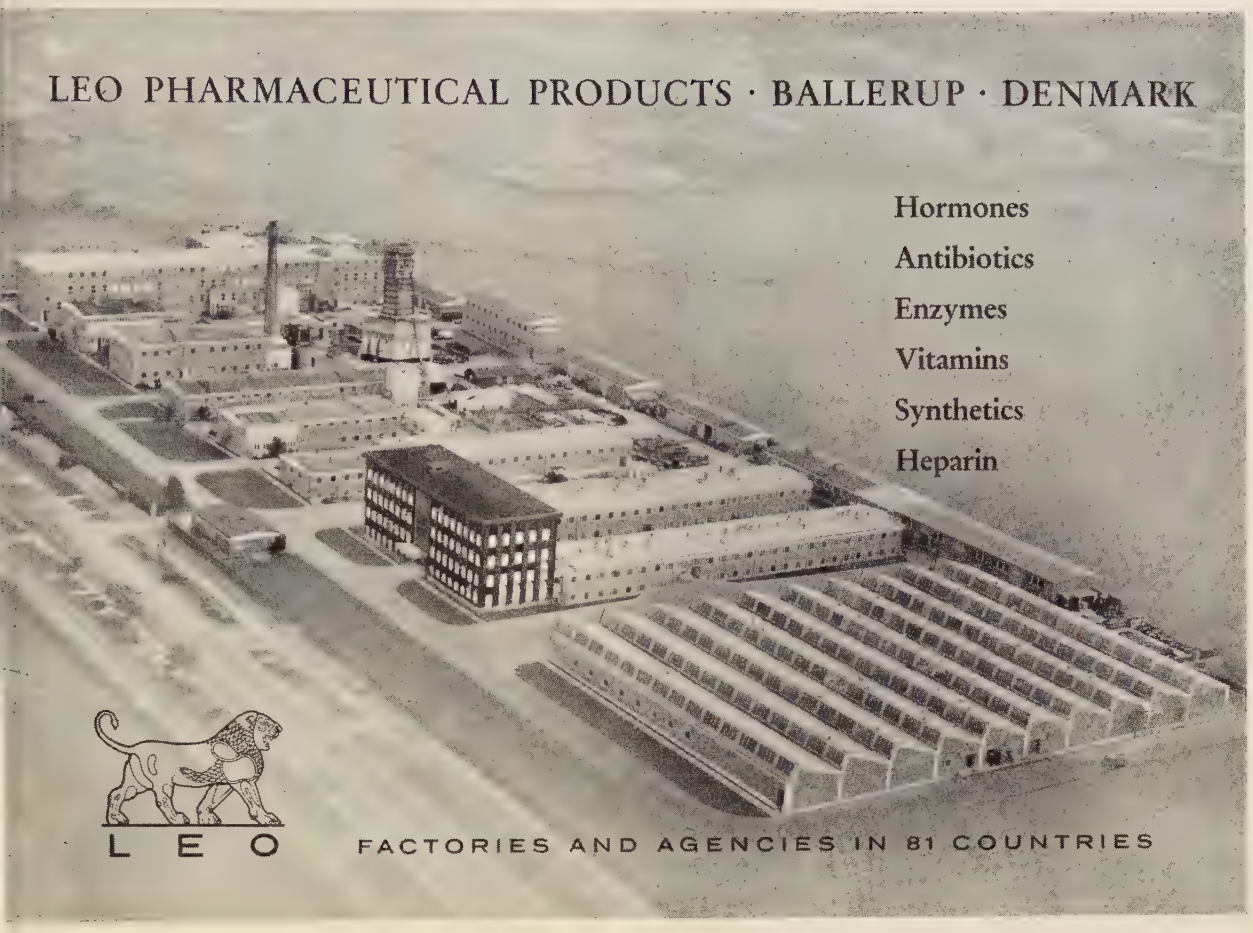

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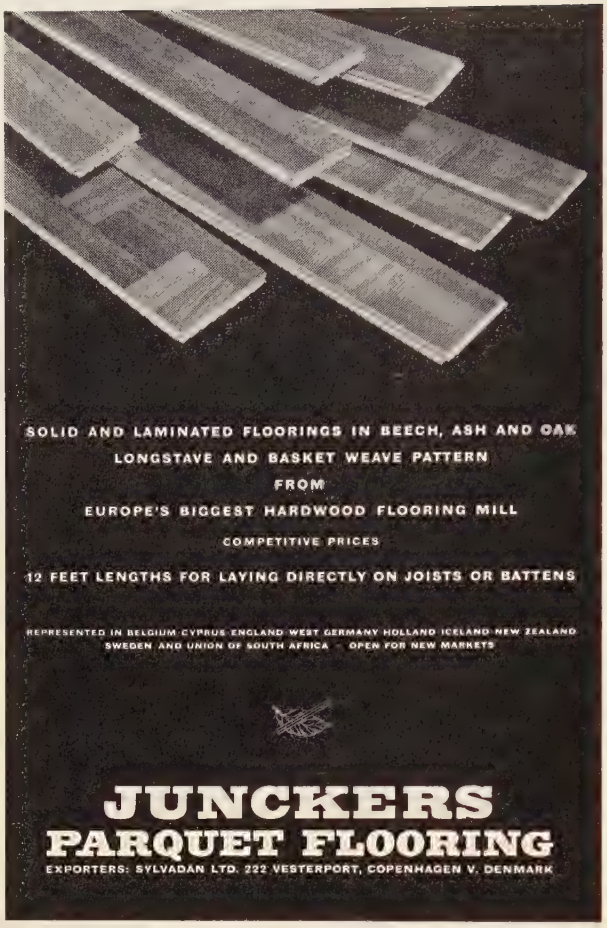
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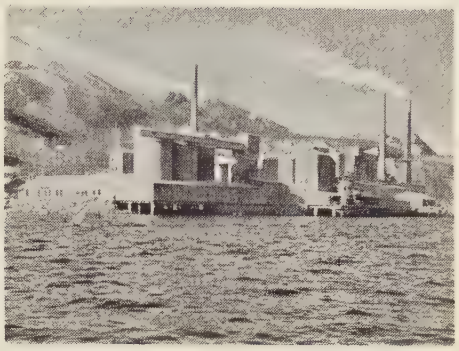

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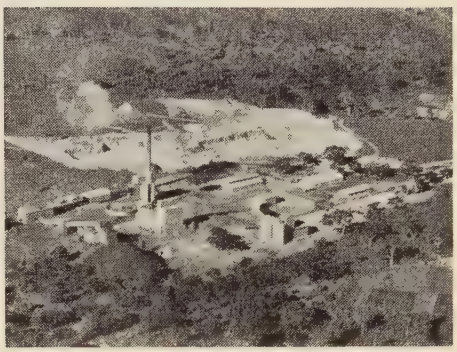

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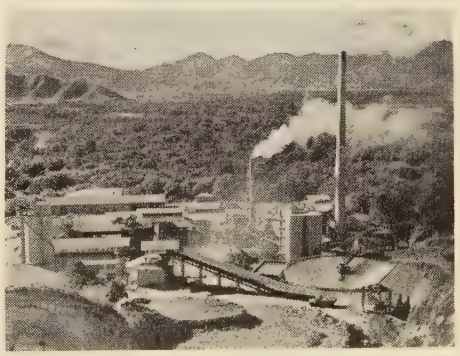

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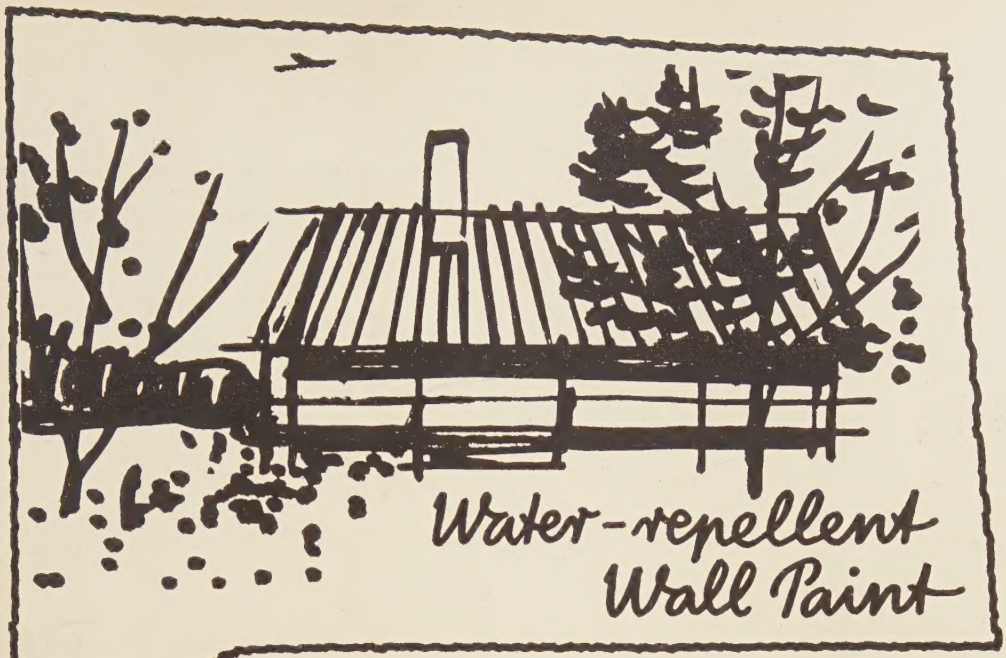

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